

Writes Of 'Lion's' Epic-Making Trip From Honesdale

**Fate Of The Other Three Locomotives Built
At Same Time Remains Mystery; Brought
To Wayne County Seat on Canal Boat 'Congress'**

The News presents today the fourth of a series of articles on the history of the Delaware and Hudson Canal, as written by E. D. LeRoy, member of the board of trustees of the Wayne County Historical society, and appearing in the Monthly Bulletin of the Commonwealth of Pennsylvania, Department of Internal Affairs.

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(Fourth Article of Series)

Henry Stephenson, the pioneer railroad builder, was unable to accept the order for all four engines ordered for the Delaware and Hudson Gravity Railroad but agreed to build one. Foster, Rastic and Co., of Stourbridge, agreed to build three. All four of these engines arrived in New York during the summer of 1829. There is reasonable assurance that the name "America" was given to Stephenson's engine and that the names "Delaware" and "Hudson" were given two of those manufactured by Foster & Rastic, but the only certainty is the name assigned the fourth; it was the "Lion" or more commonly the "Stourbridge Lion", so called because of the Lion's head painted on the front of its boiler.

On May 27, 1829, the "Lion" was set up on blocks in the foundry of Abeel & Dunscomb and operated under its own steam for Philip Hone and a selected group of men. The following day another of the locomotives was set up in another foundry and worked equally well but from there on we can follow only the "Lion" for complete mystery surrounds the fate of the other three, although there seems to be reasonable assurance that all four were taken to Rondout where the "Lion," and some say the "America," were loaded on board the canal boat "Congress" for the voy-

age to Honesdale. If the "America" began the trip it certainly did not reach Honesdale with the "Lion".

Possibly the "America" was removed at some point along the canal (Hawley has been mentioned, but with no assurance). In any event, on July 20, 1829, Mr. Jervis wrote to President Bolton that the "Lion" would reach Honesdale on the 22nd. Records show that this famous engine was removed from the "Congress" on the 24th, and the work of re-assembling begun, but it was not until August 8, 1928, that the "Lion" started on its epic-making trip—THE FIRST LOCOMOTIVE EVER TO MOVE ON RAILS IN THE WESTERN HEMISPHERE.

First Locomotive Trip

This momentous event took place on the section of the gravity railroad which paralleled Main Street, Honesdale, then swept in a wide curve on a trestle over the Lackawaxen River and westward along the river to the vicinity of the present town of Seeleyville. As the engine began to move along the tracks, the crowd cheered loudly, the horses, of those who had come from the country around to witness the great event, became frightened and bolted, muskets were fired into the air and one old Revolutionary War canoon, which had been heavily charged, burst shattering the arm of Alvah Adams who fired it — but, let Horatio Allen, who was at the throttle, tell the story in his own words:

"The circumstances, which led to my being alone on the engine, were these; the road had been built in the summer. The structure was of hemlock timber with rails of